Attachment A

In the claims

We claim:

1.(cancelled)

2.(Previously ~~amended~~ presented) The brake actuating assembly of claim 23, wherein the first hydraulic circuit includes means for moving the hydraulically actuable brake piston toward the braking condition while translating the cam member.

3.(Currently amended) The brake actuating assembly of claim ~~3~~ 23 wherein the first hydraulic circuit further includes means for overpowering the resilient assembly while translating the cam member.

4.(Previously ~~amended~~ presented) The brake actuating assembly of claim 23, wherein the second hydraulic circuit includes means for moving the hydraulically actuable brake piston toward a brake mode of operation while translating the cam member.

5.(cancelled)

6.(cancelled)

7.(Previously ~~amended~~ presented) The brake actuating assembly of claim 23, wherein the first hydraulic circuit further includes a source of pressure fluid and an electrically actuable valve for selectively supplying pressure fluid from the source to the resilient assembly to move the resilient assembly away from the cam member, and for selectively supplying pressure fluid from the source to a first hydraulic piston of said hydraulic pistons forcing said first hydraulic piston to translate the cam member.

8.(Previously ~~amended~~ presented) The brake actuating assembly of claim 23, wherein the second hydraulic circuit further includes a source of pressure fluid and an electrically actuable valve for selectively supplying pressure fluid from the source to selectively supply pressure fluid from the source to a second hydraulic piston of said hydraulic pistons forcing said second hydraulic piston to translate the cam member.

9.(Previously ~~amended~~ presented) The brake actuating assembly of claim 23, wherein the resilient assembly comprises a Belleville piston for engaging the cam member, and a Belleville spring mechanism for moving the Belleville piston toward the cam member.

10.(cancelled)

11.(cancelled)

12.(cancelled)

13.(Previously presented) The vehicle parking brake actuating assembly of claim 23, wherein the first and second hydraulic circuits each include a hydraulic piston that engages a corresponding end of the cam member and is responsive to applied hydraulic pressure to translate the cam member.

14.(original) The vehicle parking brake actuating assembly of claim 13, wherein the first and second hydraulic circuits each further include a displacement piston resiliently biased to displace fluid away from the corresponding hydraulic piston subsequent to enablement of the corresponding hydraulic circuit.

15.(cancelled)

16.(cancelled)

17.(cancelled)

18.(cancelled)

19.(cancelled)

20.(cancelled)

21.(cancelled)

22.(Previously presented) The method of applying and releasing a wheeled vehicle parking brake of claim 26 wherein the step of applying the supplemental resilient bias further includes subsequently relieving hydraulic pressure allows the resilient bias to maintain the wheel service brake in a released position.

23.(Previously presented) A brake actuating assembly for a wheeled vehicle, comprising:

a hydraulically actuable brake piston for moving friction braking surfaces into a braking mode of operation to arrest wheel rotation;

an axially reciprocal cam member having a first cam surface and a second cam surface;

a first hydraulic circuit for supplying hydraulic fluid to axially translate said cam member from a brake released position to a first position during said braking mode of operation;

a second hydraulic circuit for supplying hydraulic fluid to axially translate said cam member from said first position to said brake released position on termination of said braking mode of operation;

a resilient assembly for selectively engaging the second cam surface to obliquely move said cam member from a position of rest to an operational position in a first direction toward said brake piston during a parking brake mode of operation and temporally being compressed in an opposite second direction to allow said cam member to return to said brake released position; and

wherein the first and second hydraulic circuits each include a hydraulic piston that engage a corresponding end of said cam member and respond to applied hydraulic pressure to translate said cam member; and

wherein the first and second hydraulic circuits each further include a displacement piston that is resiliently biased to displace fluid away from a corresponding hydraulic piston subsequent to enablement of the corresponding hydraulic circuit.

24. (Previously presented) A brake actuating assembly for a wheeled vehicle, comprising:

a hydraulically actuable brake piston for moving friction braking surfaces into a braking mode of operation to arrest wheel rotation;

an axially reciprocal cam member having a first cam surface and a second cam surface;

a first hydraulic circuit for supplying hydraulic fluid to axially translate said cam member from a brake released position to a first position during said braking mode of operation;

a second hydraulic circuit for supplying hydraulic fluid to axially translate said cam member from said first position to said brake released position on termination of said braking mode of operation;

a resilient assembly for selectively engaging the second cam surface to obliquely move said cam member from a position of rest to an operational position in a first direction toward said brake piston during a parking brake mode of operation and temporally being compressed in an opposite second direction to allow said cam member to return to said brake released position; and

wherein said cam member includes a positive release indent and a positive apply indent to receive a Belleville piston of said resilient assembly to prevent unintended parking actuation and parking release.

25.(Currently Amended) A vehicle parking brake actuating assembly comprising:

a first hydraulic circuit selectively enabled to initially apply ~~the~~ a vehicle parking brake;

a resilient bias assembly for retaining ~~the~~ a vehicle parking brake in the applied state; and

a second hydraulic circuit selectively enabled to return the vehicle parking brake to an unapplied state; and.

wherein said resilient bias assembly includes a brake piston for actuating the brake, a Belleville piston, a Belleville spring engaging the Belleville piston to move the Belleville piston toward the brake piston, a cam member disposed intermediate the Belleville piston and brake piston, and means including the first and second hydraulic circuits for reciprocal shuttling of the cam member between a brake applied position where the cam member transfers a biasing force from the Belleville spring into the brake piston, and a brake unapplied position where application of Belleville spring force to the brake piston is precluded by the cam member.

26.(Previously ~~added~~ presented) A method of applying and releasing a wheeled vehicle parking brake; comprising:

hydraulically forcing a vehicle service brake into a vehicle wheel rotation braking position;

applying a supplemental resilient bias to retain the vehicle service brake in the wheel rotation braking position while initially temporarily applying hydraulic pressure to overpower the resilient bias and subsequently relieving hydraulic pressure to allow the resilient bias to maintain the vehicle service brake in the wheel rotation braking position;

removing the hydraulic force while retaining the supplemental resilient bias thereby establishing and sustaining a parking brake position in the service brake;

re-establishing the hydraulic force to hydraulically move the vehicle service brake toward the vehicle wheel rotation braking position;

removing the supplemental resilient bias; and

relieving the hydraulic force thereby establishing a parking brake released position in the service brake.